

Daily Eagle

M. M. MURDOCK, Editor.
M. M. MURDOCK & CO., Publishers and Proprietors.
Members of the American Newspaper Association.

All letters pertaining to the business of the printing department, orders, subscription or advertising, should be addressed to the business manager. All other communications to the editor.

The only daily paper in Southwestern Kansas or Oklahoma receiving the complete Associated Press report.
TERMS OF SUBSCRIPTION—DAILY.
DAILY BY CARRIER, 10 CENTS PER WEEK.
(In advance, postage prepaid.)
Daily, one copy one year, \$1.00
Daily, one copy six months, .50
Daily, one copy three months, .25
Daily, one copy one month, .10
Three times a week, any days desired, .25
Two times a week, any days desired, .20
Once a week, any day desired, .15
SUNDAY, PER COPY, 5 CENTS
WEEKLY EAGLE, .15
One copy one year, \$1.50

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The proprietors reserve the right to reject and discontinue any advertisements contracted for either by themselves or their agents.

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TO THE REPUBLICANS OF SEDGWICK COUNTY: I hereby announce myself a candidate for Probate Judge, subject to the decision of the Republican county convention.
HARRY T. DEDRICK.

TO THE REPUBLICANS OF SEDGWICK COUNTY: I hereby announce myself a candidate for Probate Judge, subject to the decision of the Republican county convention.
JAMES L. DYER.

ANNOUNCEMENT.
I desire to announce myself as a candidate for the office of probate judge, subject to the will of the next county Republican convention.
E. E. ENOCH.

Notice.
Owing to change in my business affairs, I have been obliged to turn over the management of the Standard Square Hotel to the Standard Square Hotel Co., 121 North Main street, Wichita, Kan. I am no longer connected with the hotel and I hope the ladies of this city and county will visit this academy. The managers will be pleased to meet them.
MRS. D. B. WILMANS.

Exchange Stables.
Exchange Stables at Orlando and Stillwater. Make a specialty of carrying passengers between these points. Also do a general livery business. Traveling men's patronage solicited.
SHIPLEY, VAN WYKE & SHIPLEY.

(Published May 25th, 1898.)
ORDINANCE NO. 148.
An ordinance declaring it unlawful to propel, cause to be propelled or draw, any traction engine or threshing machine engine over, across or along any of the paved streets of the City of Wichita.

Section 1. That it is hereby declared unlawful for any person, persons or corporation to propel, cause to be propelled or draw by horse power or by its own power, across or along any of the paved streets within the corporate limits of the City of Wichita, any traction engine or threshing machine engine. Any person violating this ordinance shall be fined in any sum not exceeding One Hundred Dollars (\$100).

Sec. 2. This ordinance shall take effect and be in full force and effect from and after its publication in the Wichita Daily Eagle.

Approved this 24th day of May, 1898.
PINLAY ROSS, Mayor.
Attest: H. T. KRAMER, City Clerk.

Mrs. Winslow's Soothing Syrup.
Has been used for over FIFTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEething, with PERFECT SUCCESS. SOOTHES the CHILD, SOFTENS the GUMS, ALLAYS all PAIN; CURES WIND COLIC and the best remedy for DIARRHOEA. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup" and take no other kind. Twenty-five cents a bottle.

FULL-MEDIUM-DIM.
The system of electric lighting now in use on Santa Fe and other roads admits of these variations. The best light and the best road.

HOMESSEEKERS' EXCURSION.
ONE FARE PLUS \$2.00 ROUND TRIP. To points in Arizona, Arkansas, Indian Territory, Missouri, Texas, New Mexico, and Louisiana. Tickets on sale March 1 and 15, April 5 and 19, good twenty-one days for return.
D. P. A. WICHITA, Ticket Agent.

Winfield Chautauqua Assembly.
Final arrangements are being pushed for the opening of the twelfth session of the Winfield Chautauqua assembly. The platform is one that has never been exceeded by any western assembly. Among the attractions are Hon. W. J. Bryan, Prof. J. B. DeMott, Chancellor McCrell of Denver, Rev. J. H. Burrows, Dr. Nacy McGee Waters, of T. E. opeland, Dr. Eugene May, May, Wright, Scott, Prof. W. D. Scott, Thos. with Mara the Magician, Elias Day, reader, and Knoll and McNeill, comedians, will guarantee entertainment.

Prof. Shaler Matthews of Chicago University conducts Bible study. Rev. Alexander Patterson conducts devotional meetings and lectures each afternoon on Biblical topics. Prof. Tolman of Chicago University gives a course on English literature.

Woman's hour each day will be replete with good things. Art, kindergarten and music will be directed by able specialists. For full information write to W. J. KENNEDY, Sec., Winfield, Kans.

Eagle Pay Wants Best!
Put yours in next Sunday's Eagle if you want to get results.

ABOUT LIFE IN MANILA

Just Lazy Leisure, Ages Behind the Rest of the World, But Not so Bad, After All.

TO REMAIN FIVE YEARS

Is to Not Only Get Used to It But to Find Life in the Busy Occident Too Swift to Be Endured.

New York, May 24.—J. E. Stevens writes to the Evening Post:

Of all the institutions in Manila the English Club is the most interesting to the American. One has only to journey to that capital in the far East to find out what an important factor in the life of the foreign resident that same English Club is, which somehow binds the community together and makes a side-tracked capital much more livable by reason of its existence. The English Club is not only a sort of social center and bureau of information, but is also a trade center at which sales are made, contracts closed and deals consummated. If you want a man and he is not to be found elsewhere during business hours, send to the club for him or go yourself at about noon, and you are sure to find him slacking his shirt and talking to somebody.

In Manila the club affords shelter and cocktails to its members at two widely separated points of the compass—the one on the banks of the Pasig, where its waters, coming down from the big lake at the foot of the mountains, are first introduced to the outlying suburbs of the city, and the other in the heart of the business section. The same set of native servants practically served for both "departments," since no one uses upstair during the middle of the day and no one downtown after business hours. As a result, on week days, after the light breakfast of the early morning was over at the uptown building, the staff of waiters and assistants hurried downtown in the tramcars and made ready for the noon meal at the other structure, returning again to the suburbs in time to officiate at dinner.

At the suburban club-house in Nagtahan were the dining room, parlor, billiard room, bowling alley, bedchambers for members and guests, and a boat house for those who had the energy to buck the muddy current of the Pasig in heavy working boats. In the downtown or uptown rooms were merely the "breakfast parlor" and library with a billiard table perched out in the hallway; the whole establishment was modestly located on a prominent corner in the main street, over the offices of an English bank.

At 10 o'clock in the morning the bankers and heads of houses used to assemble at the uptown rooms as a sort of chamber of commerce, and discuss the news from home as related in the private cablegrams. At noon the members of the foreign business community supped together, and most of them returned to the club for the hearty breakfast which was served below the lazily swinging punkahs. This was the first square meal of the day, and consisted of so many varied courses that long sleeping chairs were provided in the library for the comfort of members, most of whom found an hour's rest absolutely necessary after a battle with Chinese curry and canned plum pudding.

Tiffin was supplied on every business day in the month to subscribers for \$1.50 Mexican, or about \$1 in gold. If there were few holidays in the month the price per meal was cheap enough, say 25 cents; but when those ever recurrent church feasts came along—sometimes two a week—meals were suspended down town and the club got the best of the bargain. At such times the body of servants remained at the suburban establishment, and the "tiffin" cost a dollar.

The library in the uptown rooms was excellent, consisting as it did of some 7,000 volumes and a set of original Arabian Nights kept in a big tin box near the door. All of the latest novels and magazines—sixty-six titles—were there, and could be found on the shelves, and nothing induced sleep so easily after that hearty breakfast as the slowly swaying punkah and the perfume of stale news. The punkah boy slept with the rest and pulled on his dreams. If he awoke the cooling arrangement stopped, and some one would have to put him asleep again.

In Manila, in times of peace, the whole city numbers from 12 to 15. Carriages disappear from the streets, the shops draw down their blinds, and the little one-horse tram-car is about the only sign of life. At 2 the mercury begins to sink a little and life revives. At 4 the English officers, clerks, and at 5 the community paid a final visit to the tiffin rooms before driving to the promenade or to the uptown club, at Nagtahan. If they went to the promenade at the Luneta, the foreigners saw hundreds of carriages circling around a slightly raised ellipse 1,000 feet long, whose center was marked with a large bandstand, and whose surrounding roadway was guarded by mounted police that kept the carriages in file. And nobody but the governor-general and archbishop can turn his carriage in the opposite direction from the general left to right movement.

Directly in front lies the great bay, with the warm wine on the Boca Chica between the hardy visible island of Cebu and the mainland thrills miles away. To the rear is a stretch of green parade ground, clumps of bamboo trees, and the distant mountains. To the right lie the corner battery and the walls of old Manila, and to the left the attractive suburb of Ermita and the stretch of shore running along towards Cavite.

Carriages of all sorts made up the procession, as it used to be, and were filled with stately Spanish couples, or groups of over-dressed native women in crushed strawberry gowns, or hunted looking Chinese. And people could generally depend upon it that the people who drove in the finest carriages lived in the poorest houses and had the least for dinner. For Spanish officials and their wives preferred to look well on the Luneta rather than to live well at home. Men, boys and tastefully dressed children thronged the ellipse at these times, or sat along the edges of the curbing facing the bay.

In those wicker chairs which look so attractive in the windows of our East Indian shops.

Then the splendidly trained artillery band, composed of some two-score natives led by a Spanish conductor, played half a dozen classic selections each evening from 6 to 8—so well that a Sousa or a Reeves would find it hard to surpass the performance. As I look back on those late afternoons spent on the Luneta, I can imagine no more pleasant setting for the close of a day than that finely rendered music, the slow procession of carriages, filled with women, many fair—the sun going down at the opposite side, and the soft, cool breeze coming down from the mountains to the northeast.

At 8 o'clock everybody dined, and by 9:30, except on opera nights, Manila was asleep. Manila had an opera thoroughly furnished with Italian artists, whose services were called in to give a thing which commands the respect of a Philippine audience. Performances were given perhaps twice a week during the season, and if it began to rain before the doors were opened, those who held tickets understood that a postponement was in order, and did not feel obliged to risk their horses and their starched clothes for a tropical downpour. The orchestra was composed entirely of native musicians who battled with Carmen and Cavalleria quite as successfully as some of our home performers, who would scorn the appearance of the flying shrillards of their Philippine brethren. One is forcibly reminded of fire and earthquakes at the opera house since just by the main entrance stood two firemen with hose in hand, ready to douse the whole performance. The oil lamps inside were, indeed, shaky on their slender brackets, and the management only secured public confidence by having the fire department constantly at playing pitch. Of course, anybody that so wished went behind the scenes and smoked there. In fact, during a most pathetic scene in Faust, one of our American captains, who was somewhat the worst for a short dinner, once walked across the stage smoking a long cigar, and took his hat off to the audience, which had been stirred up almost to the sobbing point. Performances at the opera often lasted until nearly 2, and there was time enough between acts three and four to take one's supper at the better restaurants across the avenue in front of the main entrance.

Besides opera, there were often performances given by Zarguela, or variety troops, at odd intervals in smaller theaters, and now and then a circus would show up from Hong Kong or Australia. Musicals at some of the private residences were not uncommon, and the winter and General Blanco several times as guest at the residence of a clever French woman, who served an excellent meal and furnished clever artists for the occasion. As I recollect him, General Blanco seemed one of the most kindly of men and reservedly genial, a man who enjoyed a good dinner and good music, and who seemed to wish not to be thought necessary after a battle with Chinese curry and canned plum pudding.

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would make tea while the men tried to reduce their flesh or cultivated malaria by indulging in that violent exercise, and driving home and cooling off afterwards. The tennis club, which did not even boast of a bath, though it had a bar, was responsible for more attacks of fever among its members than was any other place or cause.

In February and May came the pony races at the three-quarter-mile course in the suburb of Santa Mesa, and those who wanted to play the "totalizator," with its tickets at \$5, had to carry their Mexican dollars with them or hire a coolie to be their moving bank. Bank notes in the Philippines were as scarce as snow, and I have often seen winners of lucky tickets go tramping home across the dried-up rice fields with their hats and handkerchiefs full of heavy "Mexicans."

To live in Manila for a year is to want to get away. To stay there two years is to have exhausted every resource of novelty. To remain three years is to reach one's self to the inevitable, and to put up with five is to find that life in the western world is almost distasteful. Five years in the Philippines, and you only have to visit New York or London to wish you were back again, and probably to go back again—so they tell me. Theyoung Englishman goes to Manila on a five-year contract, with the option of staying two more. He always goes home after the first spell is over, but somehow is always glad to return, and grows up with the little colony in Manila, satisfied with its limitations and content with newspapers five weeks old.

The little foreign colony of Anglo-Saxons, so small, with its three scores and ten English and four Americans that the arrival of a new member or the departure of an old one formed a distinct era, and succeeding events were classified as having occurred "just after Smith left," or on the "day before Jones' arrival." All hands were always ready to charter a steam launch and go into the bay to speed a parting guest bound for Hong Kong or the Emeralds or Zafiro, or to make life seem rosy to a new man just out from home. And it is not to be denied that one feels a certain sad importance in leaving a colony where his departure reduces the number of his countrymen remaining by 25 per cent.

WAR APPOINTMENTS.
Washington, May 24.—The president today sent the following nominations to the senate:

For appointment in the signal corps—To be colonel, Lieutenant Colonel Henry C. Dunwoody, signal corps, U. S. A. To be lieutenant colonel—Captain James Allen, signal corps, U. S. A. Captains to be majors—Richard P. Strong, fourth artillery; George P. Scrien, signal corps; William A. Glassford, signal corps.

First lieutenants to be majors—F. E. Maxwell, Frank Green, Samuel Reber, signal corps; and E. O. Fehel of Michigan, civil engineer.

To be captains—First Lieutenant George Squier, third artillery; First Lieutenant Eugene T. Wilson, third artillery; Second Lieutenant J. E. Brady, Jr., Ninth infantry; Otto E. Nesmith of California; John W. McConnell of Illinois.

To be first lieutenants—Leonard B. Wild man of Connecticut; J. J. Ryan of Texas; William F. Rogers of Connecticut; Norman H. Camp of Idaho; Richard Richards of Illinois; Julian P. Wooten of Georgia.

To be second lieutenants—Walter L. Clark, first sergeant signal corps; James R. Steel, first sergeant signal corps; J. B. McLaughlin, sergeant signal corps; George C. Burnett, sergeant signal corps; Victor Shepherd, sergeant signal corps; William E. Talbert, sergeant signal corps; Major Henry G. Sharpe, to be assistant commissary general of subsistence, with rank of lieutenant colonel.

Corps of engineers—Major Charles L. Raymond to be lieutenant colonel; Captain F. M. Black, to be major; First Lieutenant Mason Matthews Patrick, to be captain; Second Lieutenant George P. Howell, to be first lieutenant.

Artillery—Captain Selden Day, first artillery, to be major; First Lieutenant Erasmus M. Weaver, Jr., to be captain; Second Lieutenant Thomas B. Lamoreaux, fourth artillery, to be first lieutenant; Cavalry—Second Lieutenant Edward B. Winans, Jr., fifth cavalry, to be first lieutenant; Captain Edward Goodwin, eighth cavalry, to be colonel of Seventh regiment United States Volunteer Infantry; Major Eli Huggins, sixth cavalry, to be colonel of Eighth regiment United States Volunteer Infantry; A. S. Reeves of Tennessee to be lieutenant colonel of Third regiment United States Volunteer Infantry.

To be assistant quartermasters with rank of captain—Giles H. Holden of Minnesota; Chester B. Worthington of Iowa. To be commissaries of subsistence with rank of captain—Eben B. Fenton of Michigan; Martin M. Marshall of Iowa; Robert H. Beckham of Texas.

TROOPS IN THE SOUTH.
Chattanooga, Tenn., May 24.—The work of unloading and storing forty-nine cars of provisions which arrived yesterday and last night was completed today. Up to today the quartermaster's department has received \$23,000 worth of provisions for the volunteers. The value of the clothing and equipments already received amounts to almost as much. The quartermaster's department is doing remarkably well in its work of caring for the 12,000 men in camp.

The Third Tennessee regiment arrived at this morning. The Third Tennessee regiment and the First Tennessee regiment arrived at this morning. The Third Tennessee regiment arrived at this morning. The Third Tennessee regiment arrived at this morning.

TRY AGAIN.
Don't Let Carelessness Keep You From Comfort.
Have you ever been disappointed in the flavor of your cup of Postum Food Coffee? If so, you are the person we want to talk to. Flavor and food-value cannot be extracted from a food drink of this kind. It is dripped or skimmed. A delicious taste and a cup full of nourishment can be had quickly and easily if the Postum be allowed to keep up a clever boiling for fifteen minutes after boiling begins. Remember, to simply leave the pot on the stove fifteen minutes will not answer. Keep up the boil fifteen minutes after active boiling commences. This is simple, and if your health is worth looking after at all, it is worth having your Postum made good instead of sloppy, for when it is well boiled, you get the strength and body building elements as well as the charming flavor. Insist on having your beverage well made, and that cream or boiled milk be served with it. It is just as easy to have Postum well made as to have it made in a sloppy manner.

This talk on the preparation of Postum is called for from the fact that we have heard lately of several people who can't drink coffee and tried Postum, but were discouraged, from the fact that it was badly made. When it is served properly, it makes and holds friends for life.

BEAUTIFUL SKIN

Soft, White Hands with Shapely Nails, Luxuriant Hair with Clean, Wholesome Scalp, produced by CUTICURA Soap, the most effective skin purifying and beautifying soap in the world, as well as a potent and sweetest, for toilet, bath and nursery. The only preventive of inflammation and clogging of the pores.

Cuticura

It is a daily and thorough use. Porous Dandruff Cure. Coat Soap. Boston, U. S. A. Apply to the Purifier and Beautifier of the Skin, Body, and Hair.

GOING TO KANSAS CITY? WHAT'S THE USE IN LOSING AN EVENING? You can spend the evening with your friends at home and take the Rock Island train at 10:55 p. m., reaching Kansas City at 7:15 a. m. Pullman sleeper and chair car with out-change. A. E. COOPER, D. P. A., Wichita, Kan.

EBEN McLEOD, A. G. P. & T. A., Topeka, Kan.

ARE YOU GOING TO ALASKA, OREGON OR WASHINGTON? The lowest rates and quickest time is made by the Kansas Midland Railway, in connection with the Union Pacific Railway.

1st class, 2nd class.
To Portland, Ore., \$14.15 \$24.15
To Tacoma, Wash., \$15.15 \$25.15
To Seattle, Wash., \$16.15 \$26.15
To Spokane, Wash., \$17.15 \$27.15
To Garrison, \$18.15 \$28.15
To Butte, \$19.15 \$29.15
To Helena, \$20.15 \$30.15

For further information call at city ticket office, 133 N. Main street, or Mokey avenue station. G. M. WHITNEY, AGT.

REMEMBER THE MISSOURI PACIFIC RAILWAY COMPANY.
Is the only line that runs a strictly Wichita-Kansas City train. Leaving Wichita at 9:10 p. m., arriving at Kansas City next morning at 7:30. This train is made up at Wichita and therefore always leaves on time. Nice chair cars and Pullman sleepers. Notice the leaving time and the next time you go to Kansas City take the Missouri Pacific. Always on time—never late—fine equipment. Leaves Wichita at a reasonable hour and arrives at Kansas City neither too late nor too early. Depot corner Second and Wichita streets.

ARE YOU GOING TO DENVER? Take the Kansas Midland and save from three to five hours time. Train leaves Wichita at 12:35 p. m., arrives in Denver at 4:30 a. m. Sleeping car remains at depot until 7:30 a. m., and passengers can occupy same until that time. For further information call on W. W. Pearce, City Ticket Agent, 133 North Main street, or Mokey avenue station.

GENERAL STEAMSHIP AGENCY, MISSOURI PACIFIC TICKET OFFICE, 114 North Main Street, Wichita, Kan. We can sell you through railway and steamship tickets to all points in the world.

We are agents for the following lines of ocean steamship companies and keep the original tickets always on hand, so that upon purchasing we can hand them to you at once.

American line, New York to Southampton.
Anchor line, Philadelphia to Liverpool.
Anchor line, New York to Glasgow.

Anchor line, New York to Liverpool.
North German Lloyd, New York to Southampton, Bremen, Genoa, Naples, Gibraltar, Austria, China and Japan.

White Star Line, New York to Liverpool, Cape Town, South Africa and South American points.

We also make a specialty of prepaid ocean tickets. So that anyone desiring to pay for a ticket here to bring over their friends from the old countries can do so safely and cheaply. We attend to the delivery of the ticket on the other side.

E. E. BLECKLEY, Agent.
REMEMBER THIS—THAT THE SANTA FE ROUTE RUNS A TRAIN FROM WICHITA TO KANSAS CITY IN 7 HOURS, 10 MINUTES.

Chicago in 23 hours, 2 minutes.
St. Louis in 15 hours, 2 minutes.
Cincinnati in 24 hours, 2 minutes.
Louisville in 24 hours, 11 minutes.

Arriving at Cincinnati and Louisville before noon.
Time to all points east and southeast correspondingly quick.

Most popular line to all points.
Phone 123. L. R. DELANEY, Agent.

THROUGH TICKETS—BAGGAGE CHECKED.
Maps, Time Table and full information about the Santa Fe Route and Frisco Line can be obtained from their ticket office at Douglas Avenue Station, which is open until 10:40 p. m. every day. All questions cheerfully answered.

L. R. DELANEY, Agent.
NO ODDS.
Where you go and when, the Rock Island service is always the best. Low rates, fast time and courteous treatment.

A. E. COOPER, D. P. A., Wichita, Kan.
EBEN McLEOD, A. G. P. & T. A.

HOMESSEEKERS' EXCURSION.
On the following date the Santa Fe Route will sell Homesseekers' excursion tickets, May 11th, June 7th and June 21st, to points in Arkansas, Arizona, Indian Territory, Louisiana, New Mexico, Oklahoma and Texas at rate of one fare plus two dollars for the round trip, good to return twenty-one days from date of sale.

L. R. DELANEY, Agent.
BEST HUNTING AND FISHING.
Found on the Colorado Midland Railroad. Rates are very low to all points. Write for illustrated pamphlet.

W. F. BAILEY, D. P. A., Denver, Col.
For the annual meeting of German Baptists (Dunkards) at Naperville, Ill., May 21 to June 2, 1898, the Santa Fe route will sell excursion tickets at rate of one fare, plus \$1, for the round trip. Tickets on sale May 28 and 29. Good to return until June 4, 1898. L. R. DELANEY, Agent.

THE BEST WAY To Colorado is over the Santa Fe Route. The fast train, which leaves Wichita at 8:45 p. m., arrives at Colorado points the next morning. For information call on or address L. R. DELANEY, Agent, Phone 123. Douglas Ave. Depot.

EARLY SUMMER DAYS AND HOW TO ENJOY THEM.
If you've never spent a few days each year attending the Chautauqua Assembly, Winfield, suppose you try it this season. The time will pass quickly and pleasantly, and perhaps profitably. The Santa Fe will sell tickets there and back for \$1.15, June 13 to 21, 1898. Return limit June 21, 1898. Agent A. T. & S. F. Ry. Co. P. A. W. J. BLACK, G. P. A.

Daily Eagle, by carrier, 10 cents a week.

SPLendid NAVAL ENGAGEMENT

Desperate battle fought without the loss of a man—on our side. Consequently all are going to take a trip via the MISSOURI PACIFIC RAILWAY. The following is a list of excursion rates announced thus far—more to follow:
Denver, Colo., annual meeting American Medical association, June 7th to 12th; one fare plus \$2 for the round trip.
Denver, Colo., biennial meeting General Federation of Women's Clubs, June 20th to 25th; one fare plus \$2 for the round trip.

Hutchinson, Kan., Kansas Musical Jubilee, May 31st to June 3d; one fare for the round trip.
Naperville, Ill., annual meeting German Baptists (Dunkards), May 26th to June 2d; one fare plus \$2 for the round trip.

Trava, Kan., Chautauqua assembly, June 11th to 24th; one fare for the round trip.
Winfield, Kan., Winfield Chautauqua assembly, June 14th to 24th; one fare for the round trip.

Salt Lake City, Utah, International Mining Congress, July 6th to 9th; \$2.00 for the round trip; tickets on sale July 3d, 1898.

EXCURSIONS TO OMAHA, NEB., VIA MISSOURI PACIFIC RAILWAY.
Rate will be one fare for the round trip plus \$2.00. Dates on which tickets will be sold are as follows:
May 29th and 30th, final return limit ten days from date of sale.

June 19th and 20th, final return limit July 7th, 1898.
June 23d and 24th, final return limit July 7th, 1898.
June 26th and 27th, final return limit July 14th, 1898.

June 29th, final return limit July 8th, 1898.
July 14th, final return limit July 23d, 1898.
August 20th and 21st, final return limit August 28th, 1898.

For further information call on or address E. E. BLECKLEY, P. & T. A., 114 N. Main St., Wichita, Kan.

OTTAWA CHAUTAUQUA ASSEMBLY, Forest Park (Ottawa), Kan., June 12 to 18, 1898.

Tickets on sale June 11, 12 and 13, inclusive, at one fare for round trip; good to return until June 27, 1898. If proximity of station to grounds, and perfect train service are inducements, your ticket will read over the Santa Fe. Ask agent A. T. & S. F. Ry. about it.

PIKES PEAK AND OTHER SCENIC COLORADO SCENES FROM CAR WINDOW.
Santa Fe trains carry you through some of the most pleasing sections of Colorado by daylight. Tickets to Pueblo, Colorado Springs and Denver on sale June 5 and 6, 1898, at one fare, plus \$2, for round trip. Good for return June 12 to July 6, 1898. Details on application to agent A. T. & S. F. Ry.

W. J. BLACK, G. P. A.
THE KANSAS MIDLAND RAILWAY.
The best and shortest line to the Colorado, Wyoming, Utah, Nevada, California, Washington, Oregon and all northwestern points; the quickest service; no transfers or delays. In connection with the Union Pacific Railway, the grandest scenic line of the west, with through dining and sleeping car service west of Ellsworth.

For information as to rates, etc., call on City Ticket Office, 133 North Main street, or at passenger depot, corner of Mokey and Douglas avenues.

CHEAP EXCURSIONS VIA SANTA FE ROUTE.
Annual convention Kansas Republican League, held at Topeka, Kansas, May 20th, 1898; one fare for the round trip. Tickets on sale May 21st and 22nd, good to return May 29th, 1898.

Kansas Christian Endeavor convention to be held at Topeka, Kansas, June 9th to 12th; one fare for the round trip. Tickets on sale June 8th and 9th, good to return June 13th, 1898.

Annual convention Kansas State Sunday school association to be held at Abilene, Kansas, May 29th to 31st; one fare for the round trip. Tickets on sale May 29th, 30th and 31st, good to return May 15th, 1898.

People's Party Seventh District Congressional convention to be held at Hutchinson, Kansas, May 29th; one fare and one-third fare for the round trip. Tickets on sale May 15th and 16th, good to return May 15th, 1898.

TO THE KLONDIKE GOLD FIELDS.
The best and shortest line to the Klondike gold fields is via the Kansas Midland and Union Pacific railways. Save time, and you are money ahead. Call at City Ticket Office, 133 North Main street, or passenger depot, corner of Mokey and Douglas avenues.

LOW RATES TO PUEBLO, COLORADO SPRINGS AND DENVER ON JUNE 5 AND 6, 1898.
One fare, plus \$2, for round trip. Tickets good for return at any time from June 12 to July 6, 1898. The Santa Fe is the only line that runs all its Colorado trains through Pueblo and Colorado Springs to Denver, and that lights its day coaches and chair cars by the axle electric